REVISION LETTER For Disc 24-2009

JEPPESEN

Licensed to npan. Printed on 18 Dec 2009. JeppView 3.6.3.1

Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

EFF DATE

Chita, (Kadala - UIAA)

REV 2 NDB RWY 11 16-1 20 ноя 2009 REV 2 NDB RWY 29 16-2 20 ноя 2009

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport UIAA

Airport Information

UIAA (Kadala)

JEPPESEN
JeppView 3.6.3.1

General Info

Chita, RUS

N 52° 01.6' E113° 18.3' Mag Var: 7.0°W

Elevation: 2272'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+9:00 uses DST

Runway Info

Runway 11-29 9186' x 184' concrete

Runway 11 (109.0°M) TDZE 2272'

Lights: Edge, ALS

Runway 29 (289.0°M) TDZE 2200'

Lights: Edge, ALS

Communications Info

ATIS 126.4

Chita Tower 118.1

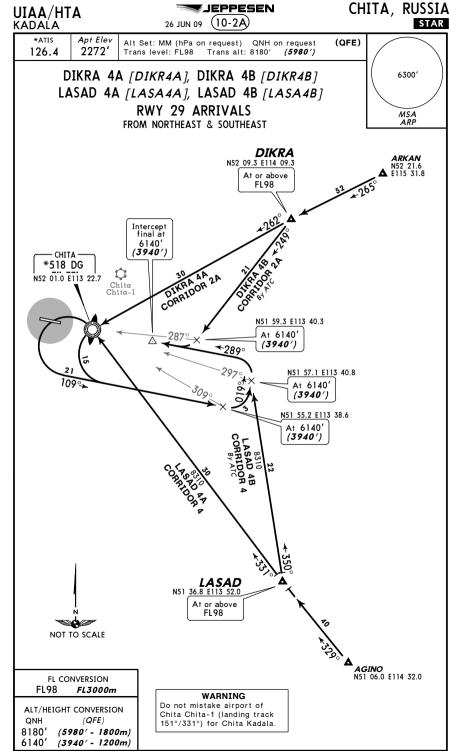
Chita Radar 122.0

Notebook Info

JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

CHITA, RUSSIA JEPPESEN UIAA/HTA KADALA 10-2 STAR Apt Elev Alt Set: MM (hPa on request) QNH on request Trans level: FL98 Trans alt: 8180' (5908') (QFE) 2272 126.4 DIKRA 2A [DIKR2A] DIKRA 2B [DIKR2B] LASAD 2 **RWY 11 ARRIVALS** FROM NORTHEAST & SOUTHEAST At or above FL98 553 01.8 E Intercept final at 4740' (**2468**') FL CONVERSION FL98 FL3000n

Licensed to прап. Printed on 18 Dec 2009 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 **JEPPESEN** JeppView 3.6.3.1



CHANGES: CORRIDOR 2 renamed CORRIDOR 2A.

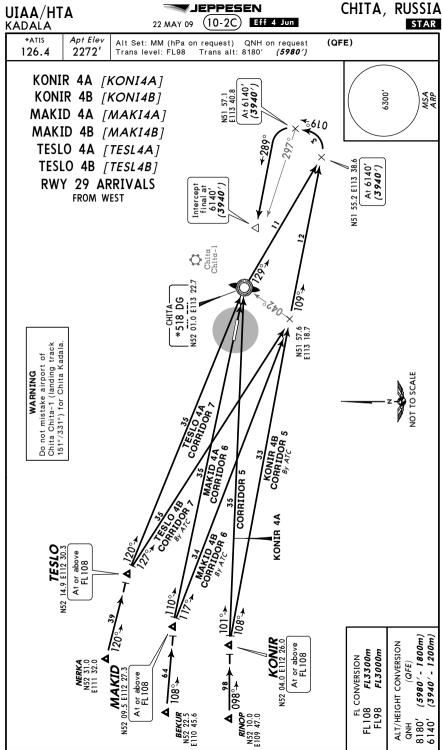
© JEPPESEN, 2003, 2009. ALL RIGHTS RESERVED

CHITA, RUSSIA JEPPESEN UIAA/HTA (10-2B) Eff 4 Jun KADALA STAR Alt Set: MM (hPa on request) QNH on request Trans level: FL98 Trans alt: 8180' (5908') Apt Elev 2272' (QFE) 126.4 KONIR 2A [KONI2A], KONIR 2B [KONI2B] MAKID 2A [MAKI2A], MAKID 2B [MAKI2B] TESLO 2A [TESL2A], TESLO 2B [TESL2B] **RWY 11 ARRIVALS** FROM WEST NOT TO SCALE **MAKID 2A:** 112°, 28NM to ZM MAKID 2B (By ATC): 113°, 23NM to N52 03.3 E113 03.2 At or above FL108 At or above FL108

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

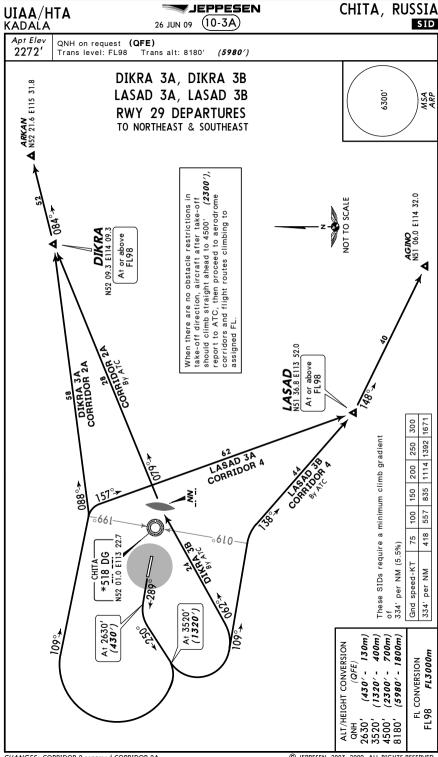
JEPPESEN JeppView 3.6.3.1



JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 CHITA, RUSSIA JEPPESEN UIAA/HTA 10-3 KADALA SID Apt Elev QNH on request (QFE) 2272 Trans level: FL98 Trans alt: 8180' (5908') 6300' DIKRA 1, LASAD 1 **RWY 11 DEPARTURES** TO NORTHEAST & SOUTHEAST MSA ARP When there are no obstacle restrictions in take-off direction, aircraft after take-off should climb straight ahead to 4570' (2298'), report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL. WARNING Airport of Chita Chita-1 landing track 151°/331°. **DIKRA** N52 09.3 E114 09.3 At or above ARKAN FL98 N52 21.6 E115 31.8 Chita Chita-1 At 3590' DIKRA 1 CORRIDOR 2A At 2700' (428') NOT TO SCALE **LASAD** N51 36.8 E113 52.0 At or above FL98 **AGINO** N51 06.0 E114 32.0 ALT/HEIGHT CONVERSION QNH (QFE) 2700' (428' - 130m) 3590' (1318' - 400m) These SIDs require a minimum climb gradient

Licensed to прап. Printed on 18 Dec 2009. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN



JEPPESEN

JeppView 3.6.3.1

261' per NM (4.3%)

Gnd speed-KT

261' per NM

(2298' - 700m)

(5908' - 1800m)

FL3000m

FL CONVERSION

4570'

8180'

FL98

75 | 100 | 150 | 200 | 250 | 300

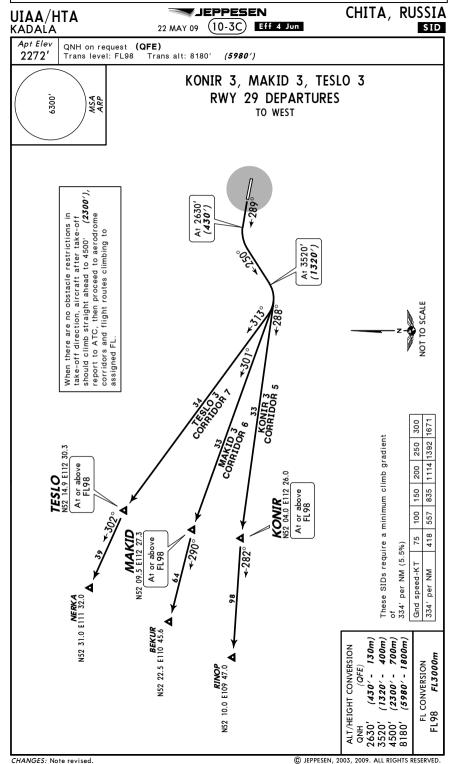
327 435 653 871 1089 1306

CHITA, RUSSIA JEPPESEN UIAA/HTA KADALA (10-3B) Eff 4 Jun SID 22 MAY 09 Apt Elev QNH on request (QFE) 2272' Trans level: FL98 Trans alt: 8180' KONIR 1A, KONIR 1B MAKID 1, TESLO 1 **RWY 11 DEPARTURES** TO WEST At 3590' (1318') When there are no obstacle restrictions in take-off direction, aircraft after take-off should climb straight ahead to 4570' (2298'), report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL. WARNING of Chita Chita-1 track 151°/331° At 2700' (**428**') *518 ZM N52 02.4 E113 11.2 300 CORRIDOR ; 1089 MAKID 1 CORRIDOR 200 2 150 653 100 **TESLO**N52 14.9 E112 30.3
At or above FL98 75 327 per NM (4.3%) **KONIR** N52 04.0 E112 2 At or above FL98 **MAKID**N52 09.5 E112 2
At or above FL98 of 261' Gnd ; 261' **BEKUR** N52 22.5 E110 45.6 **NERKA** N52 31.0 E111 32.0 CONVERSION FL3000n **RINOP** 452 10.0 E109 47.0 FL98 2700' 3590' 4570' 8180'

© JEPPESEN, 2003, 2009. ALL RIGHTS RESERVED.

CHANGES: Note revised.

Licensed to прап. Printed on 18 Dec 2009 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 **JEPPESEN** JeppView 3.6.3.1



JEPPESEN Licensed to npan. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 UIAA/HTA Apt Elev 2272' N52 01.6 E113 18.3 CHITA, RUSSIA **JEPPESEN** 22 MAY 09 (10-9) Eff 4 Jun KADALA *ATIS *CHITA Tower 118.1 126.4 LEGEND — Grass twy © Lctr 2349 9186' ARP 2310' 2375′∕\ 1 Elev 2200' RWY 11/29 6 Start-up 2 PARKING POSITIONS STAND COORDINATES 5 Start-up 1 7 1 thru 3 N52 01.3 E113 18.5 12 4 thru 6 N52 01.3 E113 18.4 13-10 13 A thru C N52 01.3 E113 18.6 Meters 0 NOT TO SCALE TERMINAL AIS+MET GENERAL Birds. Stands 1B and 2B available for helicopters. Use minimum power when taxiing out from stands 1 and 4. Execute taxiing via twys 1, 4, 6, 7 and 8 with reduced speed. Caution advised due to Tower, located 98'/30m North of Twy 6 btn Twys 5 and 7. Turn at end segment RWY 29 shall be carried out with caution at reduced speed with slight braking, otherwise towing required. ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND Threshold Glide Slope TAKE-OFF WIDTH RWY RL (60m) ALS PAPI-L (angle 3.92°) RVR 184' 56m 29 RL (60m) HIALS PAPI-L (angle 3.50°) RVR 8038' 2450m TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force

D 300m

CHANGES: Apron. © JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

RCLM (DAY only)

or RL

400m

RCLM (DAY only)

or RL

250m

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN
JeppView 3.6.3.1

UIAA/HTA

20 MAR 09 10-9X

JAA MINIMUMS CHITA, RUSSIA KADALA

STRAIGHT-IN RWY
with 6.5 NM RDP ALS out R1300m R1500m R1400m R1500m R1600m R1800m R1800m R2000m 2 NDB W/o 6.5 NM RDP 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(2128') 4400'(638') 2910'(638') 4570'(2298') 4570'(2298') 4570'(2298') 4570'(2298') 4570'(2298') 4570'(2298') 4570'(2298') 4570'(229
ALS out
2 NDB
W/o 6.5 NM RDP
ZM NDB
With 6.5 NM RDP
ALS out R1500m R1500m R2000m R2000m ZM NDB 4570'(2298') 4570'(2298') 4570'(2298') 4570'(2298') w/o 6.5 NM RDP R1500m R1500m R2000m R2000m Z Lctr 3480'(1208') 3480'(1208') 3480'(1208') 3480'(1208') with 6.5 NM RDP R1500m R1500m R2000m R2000m Z Lctr 4570'(2298') 4570'(2298') 4570'(2298') 4570'(2298') w/o 6.5 NM RDP R1500m R1500m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2000m R2
ZM NDB
W/o 6.5 NM RDP
Z Lctr with 6.5 NM RDP R1500m R2000m
With 6.5 NM RDP
Z Lctr w/o 6.5 NM RDP R1500m R1500m R2000m R2000m 29 ILS 2400'(200') 2400'(200') 2400'(200') 2400'(200') R550m R550m R550m R1000m R2000m R20000m R20
W/o 6.5 NM RDP
29 ILS 2400'(200') 2400'(200') 2400'(200') 2400'(200') R550m R550m R550m R1000m R10000m R10000m R10000m R10000m R10000m R10000m R10000m R10000m R100000 R100000 R100000 R100000 R100000 R1000000 R1000000 R100000 R100000000
R550m R550m R550m R550m R550m ALS out R1000m R1000m R1000m R1000m LOC NOT NOT NOT NOT AUTHORIZED AUTHORIZED AUTHORIZED AUTHORIZED 2 NDB with NN MKR 2540'(340') 2540'(340') 2540'(340') 2540'(340')
ALS out R1000m R1000m R1000m R1000m LOC NOT NOT NOT NOT AUTHORIZED AUTHORIZED AUTHORIZED AUTHORIZED AUTHORIZED 2 NDB with NN MKR 2540'(340') 2540'(340') 2540'(340') 2540'(340')
LOC NOT NOT NOT NOT AUTHORIZED AUTHORIZED AUTHORIZED AUTHORIZED 2 NDB with NN MKR 2540'(340') 2540'(340') 2540'(340') 2540'(340')
AUTHORIZED AUTHORIZED AUTHORIZED AUTHORIZED AUTHORIZED 2 NDB with NN MKR 2540′(340′) 2540′(340′) 2540′(340′) 2540′(340′)
2 NDB with NN MKR 2540'(340') 2540'(340') 2540'(340') 2540'(340')
WITH II.2 N/M RDP K700M K1000M K1000M K1400M
ALS out R1500m R1500m R1800m R2000m
ALS out R1500m R1500m R1800m R2000m 2 NDB with NN MKR 2640'(440') 2640'(440') 2640'(440') 2640'(440')
w/o 11.2 NM RDP
ALS out R1500m R1500m R1800m R2000m
2 NDB w/o NN MKR 3570′(1370′) 3570′(1370′) 3570′(1370′) 3570′(1370′)
with 11.2 NM RDP R1200m R1400m R1800m
ALS out R1500m R1500m R2000m R2000m
2 NDB w/o NN MKR 4090′(1890′) 4090′(1890′) 4090′(1890′) 4090′(1890′)
w/o 11.2 NM RDP R1200m R1400m R1400m R1800m
ALS out R1500m R1500m R2000m R2000m
DG NDB with NN MKR 2780′(580′) 2780′(580′) 2780′(580′) 2780′(580′) 2780′(580′)
with 11.2 NM RDP R1000m R1200m R1200m R1600m
ALS out R1500m R1500m R2000m R2000m
DG NDB with NN MKR 4190′(1990′) 4190′(1990′) 4190′(1990′) 4190′(1990′)
w/o 11.2 NM RDP R1200m R1400m R1400m R1800m
ALS out R1500m R1500m R2000m R2000m
DG NDB w/o NN MKR 3940′(1740′) 3940′(1740′) 3940′(1740′) 3940′(1740′)
with 11.2 NM RDP R1200m R1400m R1800m
ALS out R1500m R1500m R2000m R2000m
ALS out R1500m R1500m R2000m R2000m DG NDB w/o NN MKR 4190′(1990′) 4190′(1990′) 4190′(1990′) 4190′(1990′)
DG NDB w/o NN MKR 4190'(1990') 4190'(1990') 4190'(1990') 4190'(1990')

CHANGES: Minimums.
© JEPPESEN, 2003, 2009. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN

JeppView 3.6.3.1

UIAA/HTA

JEPPESEN 20 MAR 09 (10-9X1)

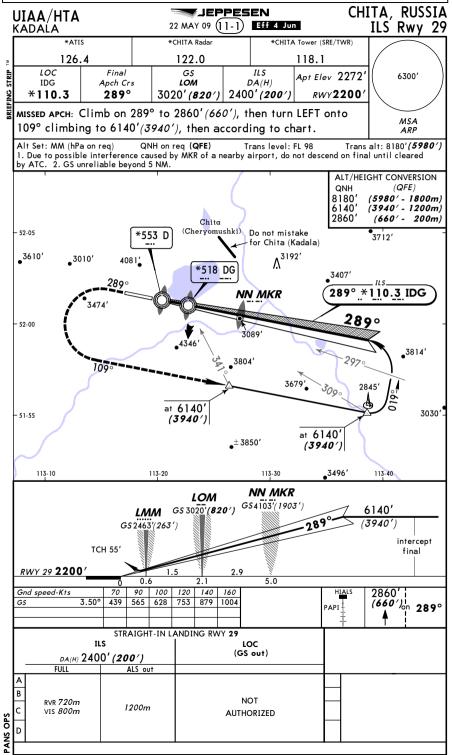
CHITA, RUSSIA KADALA

CHANGES: None. © JEPPESEN, 2003. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN JeppView 3.6.3.1



CHANGES: Apt elevation. Procedure.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

Licensed to прап. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN
JeppView 3.6.3.1

CHITA, RUSSIA **IEPPESEN** UIAA/HTA 20 NOV 09 (16-1) 2 NDB Rwy 11 KADAĹA *CHITA Radar *CHITA Tower (SRE/TWR) *ATIS 126.4 122.0 118.1 2 NDB MDA(H) NDR Final Minimum Alt Apt Elev 2272 6300' ZM Apch Crs 6.5 NM RDP (CONDITIONAL) 4740'(2468') 2670'(398') 518 109° RWY 2272 MISSED APCH: Climb on 109° to 2930' (658'), then turn LEFT onto MSA 289° climbing to 6210′(3938′), then according to chart. Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans level: FL 98 Trans alt: 8180'(5908') Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured. 3727′ RDP (Radar descent point) •3479' 3728 - 52-10 -will be allocated by Radar Controller at 5560 3600 -distance to station (3288') +4250' at 6210' (3938') - 289° 4007 4381 2890 1300 at 5560 4081 3896 3610 3010' (3288')1090 at 4740 (2468')6.5 NM RDP 4194' 3474 109 3089 - 52-00 518 ZM 113-00 4346' ALT/HEIGHT CONVERSION (QFE) ONH 553 Z (5908' - 1800m) 8180 3804' 6210 (3938' - 1200m) Final descent after LOM 410 NM. (3288' - 1000m) 5560 4740' (2468' - 750m) (1578' - 480m) 3850 2930' (658' - 200m) 2560' (288' - 85m) 113-10 Pass LMM not below 2560' (288' LOM 6.5 NM RDP Descending below 3850' (1578') prior to LOM prohibited. 4740 1090_3.900 (2468')LMM intercept final RWY 112272' 90 100 120 140 160 Gnd speed-Kts 70 2930' Descent angle 3.90° 483 621 690 828 967 1105 (658') on 109° STRAIGHT-IN LANDING RWY 11 ZM NDB 2 NDB with 6.5 NM RDP w/o 6.5 NM RDP with 6.5 NM RDP w/o 6.5 NM RDP with 6.5 NM RDP w/o 6.5 NM RDP MDA(H) MDA(H) MDA(H) 2910'(638') 4570'(2298') 3480'(1208') 4570'(2298' 2670'(**398**') 4390'(**2118**') ALS out ALS out ALS out ALS out 2600m 3200m 3200m 3200m RVR 1500m VIS 1600m 2800m 4800m 4800m 4800m 4800m RVR 1800m 3200m VIS 2000m

CHANGES: Procedure, Descent angle, Minimums

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN JeppView 3.6.3.1

